SUPPLEMENT

TO THE

NINETEENTH BIENNIAL REPORT

OF THE

NEVADA STATE HIGHWAY DEPARTMENT

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PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS

Biennial report of the Department of Highways.
Nevada. Department of Highways.
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The following data will be of assistance to anyone analyzing the Department's operations, its revenues and needs.

Highway maintenance costs per mile are continually rising due to increased traffic and to increased costs of materials, supplies, equipment, wages, and the added traffic service facilities demanded by the traveling public. The total mileage maintained by the Department is also increasing annually.

Some of the obsolete facilities, such as maintenance residences, garages, shops, and storage sheds, have been replaced during the past biennium while others will require early replacement, and additional units are needed due to the constantly expanding highway system. Radio for snow removal and other maintenance equipment has been installed in the western and northern portions of the State, and this type of communication is rapidly being extended into the remaining divisions.

Center-striping of practically all paved highways, together with adequate signing, has become an accepted necessary safety facility. Traffic within urban areas has increased to such an extent that numerous installations of traffic islands, lights, signs, and signals have become necessary. Maintenance of these facilities is now a major problem.

Construction costs have been rising, consequently less construction and reconstruction mileage can be accomplished annually with a stated amount of funds, but this condition is being overcome to a great degree by larger Federal appropriations, which in turn require more State-matching funds. These Federal appropriations for the fiscal years ending 1956 and 1957 are approximately 52 percent more than those for the previous biennium.

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A Highway Needs Study, made by the Department in accordance with the requirements of the 1954 Federal-aid Highway Act, shows an estimated $196,500,000 needed over a ten-year period to bring Nevada's highways up to standards satisfactory for the traffic anticipated in 1964. Should appropriations be made in keeping with even the minimum recommended, Nevada's highway revenue from Federal funds will be increased materially. Again, such an increase will automatically require additional State-matching funds.

Another item that has increased steadily since 1917 is the expenditure for highway right-of-way. This rise in right-of-way costs has been due primarily to a general increase in land and real estate values, and to the fact that during recent years much of the Department's construction program has been confined to highways leading into and through urban areas where traffic has reached such volumes that more width for additional lanes is required. This widening has resulted in the necessary purchase, and removal or adjustment of abutting business establishments and residences. Control of access along these heavily traveled routes is essential in order to provide safe and maximum utilization of the improved highway and to safeguard the State's investment.

Whereas in earlier days land was frequently donated in order to attract an improved highway, the land-owner is now asking full and complete payment, not only for the land but for anticipated loss in future revenue.

The subsequent tables, graphs, and charts have been prepared to show the Department's financial status, together with a breakdown of revenue and expenditures during its history.

REVENUES

The tables showing revenues of the Highway Department reflect the itemized growth from 1917 to 1954 by fiscal years. The breakdown into gross State highway revenues and Federal-aid was made so that the amounts derived from the State and from the Federal Government, available for highway use, would be readily discernable. Federal-aid must be matched by State funds, and thus its segregated importance is twofold: First, Federal funds determine to a great extent the amount of highway construction which can be undertaken; and second, they determine the amount of State money we must provide for matching. Gross State highway revenues include some funds which are expended by various State agencies in collecting the revenue. Such agency-expenditures necessary for collecting revenue are not available for highway operations.

The relative importance of revenues is measured in the accompanying charts and graphs, which show the significance of the separate income sources. Graph I shows the yearly income segregated into Federal-aid and gross State revenues. Due to additional Federal postwar appropriations, Federal-aid loomed above State highway revenues for a few years (red shaded area on graph), but generally State funds are slightly higher than Federal (blue shaded area).

Graph II compares gross State highway revenues by source. The relative importance of the gas and diesel fuel tax is shown. The other main sources of State highway revenues are fees from motor vehicle registration and motor carrier licenses.

Chart 1 presents total cumulative revenues, comparing State revenue and Federal-aid. Through the fiscal years from 1917 to 1954, approximately 50 percent of all highway revenue came from Federal-aid and 50 percent from State sources. In the fiscal year 1954, 40 percent of all highway revenue came from Federal-aid and

60 percent from State sources. (See Table I.)

Chart 3 is a further breakdown of the 50 percent constituting the cumulative State revenues shown in Chart 1. In Chart 3, the importance of the gas and diesel tax is shown by the fact that it is 60 percent of all cumulative State revenues. Other taxes, fees and licenses amount to 29 percent, while the remaining 11 percent consists of State highway bonds, various non-continuous fees, and refunds from other governmental agencies. (See Table I.)

EXPENDITURES

Tables II and III show itemized expenditures from 1917 to 1954 by fiscal years. The distribution of amounts indicates the nature of total expenditures. Federal-aid is of the utmost importance and is segregated so that not only the aggregate amount of Federal moneys is shown but also the amount which the State must provide.

Tax collection costs, refunds, transfers, etc., consist of items such as use-fuel and gas-tax administration, gas-tax and common-carrier refunds, and miscellaneous accounts. (See Table III.)

Expenditures arranged according to importance can be seen in the various graphs and charts dealing with expenditures. For example, Graph III gives a yearly comparison of such expenditures and points out the significance of Federal-aid during the years 1931 to 1944 (red shaded area), and State expenditures during the years 1945 to 1954 (blue shaded area).

Graph IV shows a comparison of expenditures. Outstanding in persistence of growth are the maintenance expenditures which have continuously increased as our highway system has grown. This constantly increasing cost should receive the attention and consideration of all concerned with State highway finances, since Federal-aid cannot be used for highway maintenance.

Table V shows that in the fiscal year 1954 Nevada spent $3,023,719 (including maintenance buildings and the Traffic and Sign Division) for maintenance, and $1,951,334 of State funds for construction. If State matching funds for construction are $1,900,000 in the fiscal year 1955 and $2,570,000 in 1956 (see Table V), and maintenance continues at the $3,000,000 level in 1955 and 1956 fiscal years, the significance of yearly maintenance costs and of State funds for construction, both of which must be met from State highway funds, is apparent.

A comparison of cumulative expenditures is shown in the various expenditure charts. Chart 2 shows the percentage relationship of State expenditures, Federal-aid and tax collection costs, refunds, transfers, etc. Through the fiscal years from 1917 to 1954, approximately 51 percent of these expenditures were Federal-aid; 44 percent were from State funds; and 5 percent were tax-collection costs, refunds, transfers, etc. In the fiscal year 1954, 40 percent of all highway expenditures were Federal-aid; 53 percent were State; and 7 percent were tax collection costs, refunds, transfers, etc. (See Table III.)

Chart 4 is a further breakdown of the expenditures shown in Chart 2, (excluding the 5 percent collection costs, etc., which are not usable for highway purposes). The combined construction expenditures of Federal and State funds, including preliminary engineering, are 75 percent of this total; maintenance accounts for an additional 19 percent; and administration 3 percent; the remaining 3 percent consists of miscellaneous expenditures. (See Table III.)

Graph V relates total yearly revenues and expenditures.

Although Table VIII suggests a fairly healthy theoretical net worth of highway funds, it should be kept in mind that, regardless of that value, the amount in the highway balance at any given time is all that is available to meet highway commitments. The vouchered amounts represent construction payments made from State

funds that are reimbursable from Federal funds. These unpaid vouchers have frequently exceeded one million dollars during the past few years and will increase proportionately with an accelerated highway program, therefore, any encroachment upon sources of income from which State highway funds must come should be viewed with concern.

The State's limitations are revealed by comparing Table IV (Estimates of Revenues) with Table V (Estimates of Expenditures), which indicate a proposed expenditure considerably in excess of the anticipated revenue for the biennium ending June 30, 1957.

Chart 5, Growth of State-interest Roads 1917 to 1954, indicates that the State-interest roads have increased from 1,450 miles in 1917 to 6,254 miles in 1954. (A State-interest road is one which is on the Federal-aid Primary, the Federal-aid Urban, the Federal-aid Secondary, or the designated State Highway system). As originally established, the State-interest roads consisted of 250 miles of Federal-aid routes and 1,200 miles of other State roads. During the years 1917 to 1941, the State-interest roads expanded from 250 miles to 2,064 miles of Federal-aid routes, and from 1,200 miles to 3,138 miles of other State roads. In 1941 (the change appearing on the chart in 1942), the Federal-aid Secondary System was established. Since 1941 the State-interest roads have continued to increase, and as of 1954 comprise 2,196 miles of Federal-aid primary routes; 2,161 miles of Federal-aid Secondary routes; and 1,897 miles of other State roads.

The red curve line on Chart 5 shows the number of miles maintained by the State. This mileage increased from 167 in 1920 to 2,978 in 1942, and to 3,926 in 1954.

All mileage on the system improved by the State must be maintained by the State Highway Department. Thus, it is evident that total maintenance costs are definitely related to total miles of improved roads, and maintenance costs will continue to increase as the system of improved roads grows, regardless of labor and material costs.

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Total Revenue of Nevada State Department of Highways
by Fiscal Years 1917 - 1954
TABLE I

Year	Gas and Diesel Fuel Tax	Motor Vehicle Registration Fees	Public Service Commission License Fees	Drivers License	State Tax Levy	State Highway Bonds	Racing Commission Fees	Various Association Refunds	City Construction Refunds	County Construction Refunds	County Maintenance Refunds	Railway Construction Refunds	Accounts Receivable	Miscellaneous	Total State Revenue	Federal Aid	Total
1917	$ -	$ -	$ -	$ -	$ 120,570.54	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 40,000.00	$ 160,570.54	$ -	$ 160,570.54
1918	-	63,851.10	-	-	60,479.79	-	17,024.99	-	-	-	-	-	-	195.16	141,551.04	-	141,551.04
1919	-	30,738.25	-	-	206,570.68	-	7,451.92	-	-	88,982.23	-	-	7,730.56	6,258.67	347,732.31	125,570.65	473,302.96
1920	-	329.75	-	-	113,000.86	475,000.00	20,055.18	16,380.00	-	225,211.32	-	-	45,496.18	-	895,473.29	385,906.73	1,281,380.02
1921	-	-	-	-	203,961.89	325,000.00	11,998.61	10,000.00	-	439,976.51	-	-	80,192.07	39.81	1,071,168.89	566,590.63	1,637,759.52
1922	-	-	-	-	121,980.72	-	20,866.97	12,152.99	25,205.79	354,533.08	-	-	37,019.61	2,609.19	574,368.35	754,815.47	1,329,183.82
1923	-	-	-	-	117,625.14	-	23,624.57	18,021.14	15,678.64	415,395.30	-	-	68,751.67	6,730.16	665,826.62	1,287,060.51	1,952,887.13
1924	60,000.00	96,877.15	-	-	119,466.65	-	-	14,872.47	42,335.31	548,504.67	-	41,505.52	78,092.07	1,156.07	1,002,809.91	2,146,590.15	3,149,400.06
1925	156,149.03	239,995.85	-	-	120,154.54	100,000.00	9,669.00	7,200.00	39,798.62	420,680.97	15,742.65	17,710.48	28,951.88	26.00	1,156,079.02	1,735,853.73	2,891,932.75
1926	230,389.73	71,357.72	-	-	40,541.67	-	-	16,631.47	13,472.71	390,591.84	23,644.27	38,982.55	28,299.26	90.97	854,002.19	930,747.40	1,784,749.59
1927	233,501.30	97,797.58	-	-	42,290.80	100,000.00	11,145.91	25,000.00	180.15	343,629.21	62,885.56	36,153.53	33,773.10	10,040.81	996,397.95	995,545.02	1,991,942.97
1928	259,731.32	109,749.02	-	-	1,131.85	100,000.00	7,515.03	-	8,822.50	243,287.44	30,172.26	18,874.57	33,991.50	4,988.24	818,263.73	1,040,934.23	1,859,197.96
1929	554,906.80	107,097.18	-	-	103,720.18	50,000.00	8,303.35	-	5,630.88	405,402.54	25,078.83	1,269.45	15,422.93	1,384.34	1,278,216.48	1,098,609.18	2,376,825.66
1930	674,711.02	147,493.81	48,292.25	-	106,201.86	-	-	-	5,000.00	121,872.91	5,806.40	-	27,268.16	916.60	1,137,563.01	1,120,686.76	2,258,249.77
1931	375,063.05	92,994.22	36,173.50	-	100,444.51	150,000.00	-	-	1,118.13	27,085.53	4,796.77	-	12,369.41	495.00	800,540.12	731,363.74	1,531,903.86
1932	764,349.77	217,239.86	65,450.00	-	95,963.81	200,000.00	9,773.33	-	2,000.00	3,000.00	3,250.00	10,975.85	22,094.40	-	1,394,097.02	2,763,866.69	4,157,963.71
1933	674,978.56	96,921.61	71,035.40	-	91,299.32	300,000.00	-	-	8,011.29	9,401.51	2,277.99	-	23,683.76	-	1,277,609.44	2,581,635.94	3,859,245.38
1934	804,597.15	110,668.49	148,101.72	-	46,347.96	-	-	-	2,657.41	-	-	-	17,097.69	-	1,129,470.42	3,592,012.04	4,721,482.46
1935	926,600.29	169,116.26	163,358.53	-	48,379.75	-	-	-	1,141.89	22,752.10	-	-	59,736.27	2,717.26	1,393,802.35	3,749,304.38	5,143,106.73
1936	1,085,290.55	165,888.94	221,223.92	-	8,836.69	-	-	-	3,000.00	12,000.00	-	-	18,144.68	5,202.43	1,519,587.21	4,090,024.26	5,609,611.47
1937	1,190,383.40	200,887.56	200,734.30	-	499.66	-	-	-	35,402.63	21,267.10	-	-	16,488.96	18,685.98	1,684,349.59	3,337,643.98	5,021,993.57
1938	1,282,599.60	158,500.25	201,699.83	-	-	100,000.00	-	-	3,097.46	2,366.09	-	1,187.08	38,245.50	14,680.77	1,802,376.58	3,080,768.08	4,883,144.66
1939	1,320,501.96	166,349.35	218,745.42	-	-	-	-	-	-	1,100.00	-	2,312.61	23,475.66	1,000.00	1,733,485.00	2,855,737.84	4,589,222.84
1940	1,509,892.75	189,169.18	258,811.45	-	-	-	-	-	-	10,082.95	-	116.66	33,913.41	14,781.41	2,016,767.81	1,961,063.94	3,977,831.75
1941	1,670,551.63	227,953.06	306,011.90	-	-	-	-	-	-	10,162.45	-	-	25,763.04	11,059.87	2,251,501.95	2,115,580.43	4,367,082.38
1942	1,904,568.78	339,542.73	404,449.16	67,614.00	-	-	-	-	-	-	-	-	24,217.03	1,030.96	2,741,422.66	1,951,591.21	4,693,013.87
1943	1,742,251.52	318,351.28	388,520.25	18,255.75	-	-	-	-	-	-	-	-	32,948.03	1,000.00	2,501,326.83	2,471,513.12	4,972,839.95
1944	1,402,385.58	337,817.90	451,407.43	61,393.51	-	-	-	-	-	800.00	-	-	43,583.66	650.00	2,298,038.08	1,793,789.88	4,091,827.96
1945	1,301,771.95	309,583.98	400,386.91	47,886.79	-	-	-	-	-	-	-	-	32,928.12	167.53	2,092,725.28	782,606.81	2,875,332.09
1946	1,910,308.27	342,270.76	471,957.73	32,871.43	-	-	-	-	-	-	-	-	39,139.50	27.86	2,796,575.55	767,110.32	3,563,685.87
1947	2,401,528.61	413,148.51	540,648.69	59,670.25	-	-	-	-	5,833.83	-	-	-	43,429.56	101.54	3,464,360.99	3,204,712.30	6,669,073.29
1948	2,609,593.15	422,736.42	635,471.44	44,154.35	-	-	-	-	-	-	-	-	67,672.48	142.66	3,779,770.50	2,761,376.93	6,541,147.43
1949	2,718,654.97	441,938.65	683,235.62	72,009.92	--	-	-	-	254,331.80	2,500.00	-	-	190,141.47	11.59	4,362,824.02	3,664,359.88	8,027,183.90
1950	2,852,791.21	480.103.37	823,595.40	42,602.08	-	-	-	-	5,300.72	362.12	-	-	74,072.37	1.20	4,278,828.47	4,366,214.87	8,645,043.34
1951	3,253,439.80	520,428.24	1,078,626.92	80,847.06	-	-	-	-	22,802.86	-	-	27,965.00	50,866.55	-	5,034,976.43	4,068,205.45	9,103,181.88
1952	3,796,529.25	674,531.25	1,299,397.49	51,376.07	-	-	-	-	-	2,000.00	-	-	164,897.83	-	5,988,731.89	3,322,297.52	9,311,029.41
1953	4,441,443.73	785,304.57	1,540,429.31	81,458.00	-	-	-	-	-	-	-	-	138,764.61	101,538.74*	7,088,938.96	5,684,340.61	12,773,279.57
1954	4,767,954.97	821,112.30	1,690,945.87	80,043.00	-	-	-	-	14,502.79	6,572.92	-	-	72,473.95	-	7,453,605.80	4,902,816.80	12,356,422.60
Totals	$48,877,419.70	$8,967,846.15	$12,348,710.44	$740,182.21	$1,869,468.87	$1,900,000.00	$147,428.86	$120,258.07	$515,325.41	$4,129,520.79	$173,654.73	$197,053.30	$1,751,136.93	$247,730.82	$81,985,736.28	$82,788,847.48	$164,774,583.76

* Airport Fund.

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Total Expenditures of Nevada State Department of Highways by Fiscal Years
1917 to 1954

TABLE II

Year	EXPENDITURE STATE FUNDS														Federal Aid	GRAND TOTAL
	General Administration	Preliminary Engineering	Reno Plant Equipment Material	State Construction Costs	Maintenance	Maintenance Buildings	County Maintenance	Roadside Improvement and Landscaping	State Building	Publicity and Information	Safety Division	Traffic and Sign Division	Drivers License (Net)	Special Highway Traffic Count	Total		
1917	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1918	34,979.41	36,074.62	24,662.09	-	16,596.54	-	-	-	-	-	-	-	-	-	112,312.66	-	112,312.66
1919	38,323.07	48,328.95	85,241.93	265,323.87	29,330.21	-	-	-	-	-	-	-	-	-	466,548.03	125,570.65	592,118.68
1920	60,153.72	60,000.76	171,122.35	774,477.34	44,121.16	-	-	-	-	-	-	-	-	-	1,109,875.33	385,906.73	1,495,782.06
1921	69,158.54	70,988.53	1,355.28	488,550.56	47,799.40	-	-	-	-	-	-	-	-	-	677,852.31	566,590.63	1,244,442.94
1922	69,158.55	70,988.53	1,355.29	488,550.56	47,799.41	-	-	-	-	-	-	-	-	-	677,852.34	754,815.47	1,432,667.81
1923	85,428.85	92,232.34	40,645.15	591,382.34	116,756.73	-	-	-	-	-	-	-	-	-	926,445.41	1,287,060.51	2,213,505.92
1924	85,428.85	92,232.35	40,645.15	591,382.35	116,756.74	-	-	-	-	-	-	-	-	-	926,445.44	2,146,590.15	3,073,035.59
1925	84,902.89	56,404.34	25,218.63	363,969.83	261,807.07	-	18,610.23	-	-	-	-	-	-	-	810,912.99	1,735,853.73	2,546,766.72
1926	84,902.90	56,404.34	25,218.63	363,969.84	261,807.07	-	18,610.23	-	-	-	-	-	-	-	810,913.01	930,747.40	1,741,660.41
1927	59,440.14	57,541.36	(10,065.98)	353,452.17	351,330.68	-	22,508.27	-	-	-	-	-	-	-	834,206.64	995,545.02	1,829,751.66
1928	59,440.14	57,541.37	(10,065.98)	353,452.17	351,330.68	-	22,508.27	-	-	-	-	-	-	-	834,206.65	1,040,934.23	1,875,140.88
1929	62,323.51	60,039.92	60,450.51	466,733.32	418,065.08	-	17,970.45	-	-	-	-	-	-	-	1,085,582.79	1,098,609.18	2,184,191.97
1930	58,465.49	87,490.48	86,548.23	615,032.39	500,031.86	-	3,867.29	-	-	-	-	-	-	-	1,351,435.74	1,120,686.76	2,472,122.50
1931	32,730.08	83,759.01	28,886.65	299,277.20	301,166.64	-	6,672.86	-	-	-	-	-	-	-	752,492.44	731,363.74	1,483,856.18
1932	50,543.00	166,332.59	16,904.58	510,614.02	614,278.72	-	4,098.69	-	-	-	-	-	-	-	1,362,771.60	2,763,866.69	4,126,638.29
1933	47,377.55	119,796.10	(36,133.88)	377,015.08	566,845.41	-	-	-	-	-	-	-	-	-	1,074,900.26	2,581,635.94	3,656,536.20
1934	48,997.36	140,176.38	35,244.51	574,906.16	502,715.66	-	-	-	-	-	-	-	-	-	1,302,040.07	3,592,012.04	4,894,052.11
1935	60,427.78	200,505.03	(12,537.37)	206,735.45	617,784.47	-	-	-	-	-	-	-	-	-	1,072,915.36	3,749,304.38	4,822,219.74
1936	90,393.28	220,140.19	36,241.67	282,927.72	675,726.06	-	-	-	-	-	-	-	-	-	1,305,428.92	4,090,024.26	5,395,453.18
1937	109,803.12	247,986.84	246,942.54	513,777.34	846,033.35	-	-	-	21,642.18	4,076.14	-	-	-	5,777.99	1,996,039.50	3,337,643.98	5,333,683.48
1938	142,502.47	207,372.40	30,193.15	215,118.91	756,305.26	-	-	-	-	6,570.28	-	-	-	422.31	1,358,484.78	3,080,768.08	4,439,252.86
1939	107,719.39	210,318.11	10,606.53	308,980.06	830,877.69	-	-	5,513.68	-	13,749.10	13,756.44	3,776.76	-	6,306.86	1,511,604.62	2,855,737.84	4,367,342.46
1940	124,711.30	230,311.01	85,618.64	373,526.48	763,075.33	-	-	5,746.95	-	15,909.31	12,745.94	11,398.25	-	7,226.54	1,630,269.75	1,961,063.94	3,591,333.69
1941	131,467.79	234,576.06	288,423.60	651,045.97	774,573.50	34,563.98	-	5,259.89	-	11,659.30	8,600.84	23,881.16	8,507.89	7,444.55	2,180,004.53	2,115,580.43	4,295,584.96
1942	139,814.75	284,696.12	294,341.32	420,374.35	848,789.57	45,839.64	-	2,817.80	-	8,144.50	-	101,511.29	-	8,024.24	2,154,353.58	1,951,591.21	4,105,944.79
1943	132,417.94	99,602.88	(117,209.93)	198,911.55	745,480.25	23,717.87	-	2.75	-	3,872.94	-	60,572.95	14,767.67	10,028.96	1,172,165.83	2,471,513.12	3,643,678.95
1944	137,213.81	86,396.91	(1,104.79)	312,817.94	703,340.85	13,853.57	-	284.42	-	2,948.71	-	49,796.82	-	9,736.48	1,315,284.72	1,793,789.88	3,109,074.60
1945	135,853.31	77,989.62	130,384.29	169,221.14	773,778.26	7,098.83	-	49.54	-	2,645.75	-	52,388.71	-	10,154.42	1,359,563.87	782,606.81	2,142,170.68
1946	161,136.12	155,458.84	256,993.77	684,509.81	855,194.89	66,859.67	-	171.89	-	6,986.62	-	55,969.67	6,507.25	10,671.52	2,260,460.05	767,110.32	3,027,570.37
1947	206,594.12	273,327.10	750,334.07	1,679,781.89	1,051,422.22	29,106.56	-	4.13	-	14,163.23	3,404.75	72,422.82	781.29	12,584.63	4,093,926.81	3,204,712.30	7,298,639.11
1948	218,012.29	351,039.58	302,514.20	1,837,296.09	1,195,746.18	43,344.30	-	-	-	28,399.09	13,797.05	65,055.77	22,618.66	15,255.98	4,093,079.19	2,761,376.93	6,854,456.12
1949	198,545.20	480,644.26	361,827.12	1,393,520.06	1,405,657.62	50,940.58	-	-	50,000.00	34,089.26	16,802.26	47,623.38	-	16,087.04	4,055,736.78	3,664,359.88	7,720,096.66
1950	212,980.28	515,800.03	246,466.25	1,281,327.44	1,372,479.06	83,572.45	-	-	75,000.00	48,810.50	10,763.25	97,000.00	1,263.95	10,257.63	3,955,720.84	4,366,214.87	8,321,935.71
1951	244,139.63	470,008.53	279,713.04	1,396,214.56	1,518,897.11	151,657.23	-	-	100,000.00	49,518.82	-	101,400.00	-	10,346.83	4,321,895.75	4,068,205.45	8,390,101.20
1952	298,127.16	625,212.56	65,788.37	1,605,641.02	2,129,174.39	78,076.93	-	-	60,000.00	53,439.31	(1)	127,000.00	-	10,172.60	5,052,632.34	3,322,297.52	8,374,929.86
1953	300,791.62	580,736.02	203,722.26	1,478,321.36	2,005,865.80	274,392.25	-	-	-	45,389.97	-	152,586.96	-	11,625.86	5,053,432.10	5,684,340.61	10,737,772.71
1954	315,947.11	949,768.77	30,383.25	2,116,775.97	2,350,277.28	508,380.99	-	-	-	32,304.13	-	165,061.67	-	13,374.21	6,482,273.38	4,902,816.80	11,385,090.18
Totals	$4,500,352.52	$7,858,222.83	$4,076,875.12	$24,604,914.31	$26,769,018.20	$1,411,404.85	$114,846.29	$19,851.05	$306,642.18	$382,676.96	$79,870.53	$1,187,446.21	$54,446.71	$175,498.65	$71,542,066.41	$82,788,847.48	$154,330,913.89

(1) After 1950, amounts for Safety Division included in Table III, column headed Public Service Commission Deputies.

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Expenditures - Tax Collection Costs, Refunds, Transfers, Etc.,
of Nevada State Department of Highways by Fiscal Years
1917 to 1954

TABLE III

Year	TAX COLLECTION COSTS, REFUNDS, TRANSFERS, ETC.,											Federal Aid	State Expenditures by Highway Department	Total
	Use Fuel Tax Administration	Gas Tax Administration	Gas Tax Refunds	Drivers License Administration	Public Service Commission Deputies	Common Carrier Refunds	County Highway Bond Redemption	Revolving and Emergency Funds	Accounts Receivable	Police Patrol Highway	Total			
1917	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1918	-	-	-	-	-	-	-	2,500.00	-	-	2,500.00	-	112,312.66	114,812.66
1919	-	-	-	-	-	-	11,629.46	7,500.00	16,115.58	-	35,245.04	125,570.65	466,548.03	627,363.72
1920	-	-	-	-	-	-	-	10,000.00	48,204.69	-	58,204.69	385,906.73	1,109,875.33	1,553,986.75
1921	-	-	-	-	-	-	-	4,238.85	63,473.56	-	67,712.41	566,590.63	677,852.31	1,312,155.35
1922	-	-	-	-	-	-	-	4,238.86	63,473.56	-	67,712.42	754,815.47	677,852.34	1,500,380.23
1923	-	-	-	-	-	-	-	-	59,148.34	-	59,148.34	1,287,060.51	926,445.41	2,272,654.26
1924	-	-	-	-	-	-	-	-	59,148.34	-	59,148.34	2,146,590.15	926,445.44	3,132,183.93
1925	-	-	-	-	-	-	-	-	24,923.56	12,094.31	37,017.87	1,735,853.73	810,912.99	2,583,784.59
1926	-	-	-	-	-	-	-	-	24,923.56	12,094.31	37,017.87	930,747.40	810,913.01	1,778,678.28
1927	-	-	-	-	-	-	-	-	33,589.57	10,173.80	43,763.37	995,545.02	834,206.64	1,873,515.03
1928	-	-	-	-	-	-	-	-	33,589.57	10,173.80	43,763.37	1,040,934.23	834,206.65	1,918,904.25
1929	-	-	-	-	-	-	-	-	23,053.30	7,741.24	30,794.54	1,098,609.18	1,085,582.79	2,214,986.51
1930	-	-	-	-	-	-	29,721.65	-	29,512.19	8,504.29	67,738.13	1,120,686.76	1,351,435.74	2,539,860.63
1931	-	-	-	-	-	-	27,912.50	-	7,212.21	11,584.36	46,709.07	731,363.74	752,492.44	1,530,565.25
1932	-	-	-	-	-	-	39,551.25	-	22,793.98	15,873.38	78,218.61	2,763,866.69	1,362,771.60	4,204,856.90
1933	-	-	-	-	-	-	31,600.00	-	23,183.97	16,283.75	71,067.72	2,581,635.94	1,074,900.26	3,727,603.92
1934	-	-	-	-	-	-	28,178.75	-	16,128.34	28,178.75	72,485.84	3,592,012.04	1,302,040.07	4,966,537.95
1935	-	443.47	27,960.92	-	6,362.03	-	23,857.50	-	59,056.56	24,135.18	141,815.66	3,749,304.38	1,072,915.36	4,964,035.40
1936	-	3,064.69	84,323.70	-	10,798.01	-	5,378.50	-	16,637.51	25,372.05	145,574.46	4,090,024.26	1,305,428.92	5,541,027.64
1937	-	4,454.50	81,910.33	-	11,256.55	13,756.12	21,902.75	-	20,283.23	28,573.51	182,136.99	3,337,643.98	1,996,039.50	5,515,820.47
1938	-	3,750.83	72,208.36	-	11,449.27	790.56	8,793.75	-	37,804.42	36,344.76	171,141.95	3,080,768.08	1,358,484.78	4,610,394.81
1939	-	2,657.89	85,462.93	-	11,959.51	1,351.35	8,305.02	-	28,483.05	20,647.50	158,867.25	2,855,737.84	1,511,604.62	4,526,209.71
1940	3,391.77	2,695.62	93,421.13	-	11,672.99	2,810.58	6,966.34	-	25,814.30	41,151.06	187,923.79	1,961,063.94	1,630,269.75	3,779,257.48
1941	4,035.68	4,694.88	122,367.19	-	14,758.70	9,117.76	-	-	25,716.86	32,697.55	213,388.62	2,115,580.43	2,180,004.53	4,508,973.58
1942	3,413.13	7,671.35	154,901.43	62,074.55	52,354.81	413.54	-	-	25,086.79	-	305,915.60	1,951,591.21	2,154,353.58	4,411,860.39
1943	7,619.75	7,186.74	267,276.02	18,255.75	48,537.23	814.15	-	-	42,606.01	-	392,295.65	2,471,513.12	1,172,165.83	4,035,974.60
1944	5,425.58	8,149.44	169,213.73	47,768.81	47,646.99	37.70	-	-	33,544.66	-	311,786.91	1,793,789.88	1,315,284.72	3,420,861.51
1945	4,479.14	7,985.66	150,777.17	37,124.35	45,487.53	4,609.50	-	-	33,706.16	-	284,169.51	782,606.81	1,359,563.87	2,426,340.19
1946	5,420.79	7,983.35	164,953.82	32,871.43	50,999.45	552.56	-	-	30,979.54	-	293,760.94	767,110.32	2,260,460.05	3,321,331.31
1947	6,060.15	9,780.71	169,719.25	59,670.25	59,286.59	864.85	-	-	42,561.17	-	347,942.97	3,204,712.30	4,093,926.81	7,646,582.08
1948	6,424.84	11,767.70	188,841.68	44,154.35	64,334.56	928.30	-	-	79,818.68	-	396,270.11	2,761,376.93	4,093,079.19	7,250,726.23
1949	6,932.48	13,913.02	201,843.55	67,204.89	76,218.87	312.66	-	-	221,955.54	-	588,381.01	3,664,359.88	4,055,736.78	8,308,477.67
1950	6,125.03	10,899.11	149,078.21	42,602.08	40,926.18	849.43	-	-	39,406.55	112,860.02	402,746.61	4,366,214.87	3,955,720.84	8,724,682.32
1951	6,375.75	8,219.27	163,558.05	26,316.01	47,850.58	165.50	-	-	44,569.15	142,701.08	439,755.39	4,068,205.45	4,321,895.75	8,829,856.59
1952	10,381.85	9,745.77	194,113.66	68,108.74	89,721.27	949.00	-	-	158,863.60*	169,988.11	701,872.00	3,322,297.52	5,052,632.34	9,076,801.86
1953	9,567.98	13,316.26	220,939.95	58,244.82	101,661.31	155.50	-	-	97,803.63*	174,791.66	676,481.11	5,684,340.61	5,053,432.10	11,414,253.82
1954	21,842.74	22,430.00	213,817.53	88,070.00	180,837.00	795.70	-	-	85,033.85	313,254.00	926,080.82	4,902,816.80	6,482,273.38	12,311,171.00
Totals	$107,496.66	$160,810.26	$2,976,688.61	$652,466.03	$984,119.43	$39,274.76	$243,797.47	$28,477.71	$1,698,205.58	$1,255,218.47	$8,146,554.98	$82,788,847.48	$71,542,066.41	$162,477,468.87

* Includes operation breakthrough.

STATE OF NEVADA - DEPARTMENT OF HIGHWAYS

ESTIMATE OF ANTICIPATED REVENUES AVAILABLE FOR HIGHWAY USE FOR 1955, 1956, AND 1957 FISCAL YEARS COMPARED TO ACTUAL REVENUES OF 1954 FISCAL YEAR

TABLE IV

ITEM	1954	1955	1956	1957
Motor Vehicle Fuel Tax	$4,554,137	$ 4,650,000	$ 4,760,410	$ 4,760,410
Auto License Fees	821,112	750,000	875,000	875,000
Common Carrier Licenses	1,690,150	1,600,000	1,750,000	1,750,000
Drivers' License Fees	80,043	65,000	87,500	87,500
Federal Aid	4,902,817	6,055,000	8,720,000	8,720,000
Miscellaneous	93,550	-	-	-
TOTALS . . .	(1) $12,141,809	$13,120,000	(2)$16,192,910	$16,192,910

(1) Report of Department of Highways, State of Nevada for the fiscal year ending June 30, 1954 (see page 68), shows receipts of $12,356,423. The difference of $214,614 consists of $213,818 of Motor Vehicle Fuel Tax Espense and $796 of Common Carrier License Expense.

(2) Does not include $239,590 estimated tax refund.

Fuel Tax	$4,394,137	$ 4,650,000	$ 4,712,410	$ 4,760,410
Storage Fees	80,043	60,000	87,500	87,500

STATE OF NEVADA - DEPARTMENT OF HIGHWAYS

ESTIMATE OF PROPOSED EXPENDITURES BY THE
HIGHWAY DEPARTMENT FOR 1955, 1956, AND 1957 FISCAL YEARS
COMPARED TO ACTUAL EXPENDITURES OF 1954 FISCAL YEAR

TABLE V

ITEM	1954	1955	1956	1957
General Administration	$ 300,973	$ 366,000	$ 425,000	$ 425,000
Preliminary Engineering	949,769	1,070,000	1,760,000	1,760,000
Federal-aid Construction	4,902,817	6,055,000	8,555,000	8,555,000
State Construction	1,951,334	1,900,000	2,570,000	2,570,000
Reno Plant and Equipment	30,383	175,000	180,000	180,000
General Maintenance	2,515,339	2,450,000	2,610,000	2,610,000
Maintenance Buildings	508,380	250,000	250,000	250,000
State Office Building	-	-	-	-
Public Relations	4,644	26,000	70,000	65,000
Official Road Maps	14,975	16,000	18,000	18,000
Research and Investigation	165,442	175,000	200,000	200,940
Traffic Studies	13,374	10,000	20,000	20,000
Highways and Parks Magazine	27,660	35,000	35,000	35,000
Safety Division	18,981	19,000	19,000	19,000
Highway Patrol	313,254	317,000	320,000	330,000
Use Fuel Administration	21,843	20,000	25,000	30,000
Gas Tax Administration	22,430	30,000	35,000	50,000
Drivers' License Administration	88,070	80,000	85,000	90,000
Motor Vehicle Department	84,856	91,000	95,000	100,000
Public Service Commission (Salary)	77,000	-	35,000	40,000
TOTALS (1) (2) (3)	$12,011,524	$13,085,000	$17,307,000	$17,347,940

(1) Report of the Department of Highways - State of Nevada for the fiscal year ending June 30, 1954 (see page 69), shows disbursements of $12,311,171. The difference of $299,647 consists of $213,817 of Gas Tax Refunds; $796 of Common Carrier Refunds; and $85,034 of Accounts Receivable.

(2) Does not include $240,000 in estimated refunds.

(3) Does not include $239,180 in estimated refunds.

(2) Does not include $240,000 in estimated refunds.

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Amount and Percentage
Comparison of Total Construction Costs
of Nevada State Department of Highways
from 1937 - 1954 by Fiscal Years

TABLE VI

Year	Arithmetic Averages (1)	(1) Total Construction Costs	(2) Percent State's Share to Total Construction Costs	State's Share of Construction Costs	Arithmetic Averages (3)
1937)		$ 3,851,421	13.3	$ 513,777	
1938)		3,295,887	6.5	215,119	
1939)	$3,082,640	3,164,717	9.8	308,980	$ 412,489
1940)		2,334,590	16.0	373,526	
1941)		2,766,626	23.5	651,046	
1942)		2,371,966	17.7	420,375	
1943)		2,670,425	7.4	198,912	
1944)	$1,910,489	2,106,608	14.8	312,818	$ 357,167
1945)		951,828	17.7	169,221	
1946)		1,451,620	47.2	684,510	
1947)		4,884,494	34.4	1,679,782	
1948)		4,598,673	40.0	1,837,296	
1949)	$5,595,375	5,057,880	25.9	1,393,520	$ 1,598,610
1950)		5,647,542	22.7	1,281,327	
1951)		5,464,220	25.6	1,396,215	
1952)		4,927,939	32.6	1,605,641	
1953)		7,162,662	20.6	1,478,321	
1954)		7,019,593	30.2	2,116,776	
Totals		$69,728,691	23.9	$16,637,162	
18-year average		$ 3,873,816	23.9	$ 924,287	

NEVADA HIGHWAY PLANNING DIVISION
STATE OF NEVADA - DEPARTMENT OF HIGHWAYS
U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

Comparison of Average Unit Prices for Various Items
of Contract Work 1940 and 1953

TABLE VII

ITEM		CONTRACT WORK COMPLETED 1940 Prices	1953 Prices	Percent Increase
Asphalt (SC 3 and MC 3)	(tons)	$13.800	$32.520	136
Roadway Excavation	(cu. yds.)	0.208	0.540	160
Structure Excavation	(cu. yds.)	1.030	2.240	117
Class "A" Concrete	(cu. yds.)	21.689	78.530	262
Reinforcing Steel	(lb.	0.045	0.150	233
Backfill	(cu. yds.)	0.536	1.550	189
18" C.M. Pipe	(lin. ft.)	1.908	4.060	113
24" C.M. Pipe	(lin. ft.)	2.380	5.630	137
36" C.M. Pipe	(lin. ft.)	5.103	10.210	100
Culvert Markers	(each)	2.391	6.060	153
Guide Posts	(each)	2.399	6.060	153
Construction of Fence	(lin. ft.)	0.095	0.350	268

1/10/55

TABLE VIII

State Highway Fund Balances by Months

1953

MONTH		Amount Vouchered and Reimbursable	State Controller's Balance	Highway Balance	Theoretical Net Worth 1/
January	5	988,159.59	927,953.03	523,723.70	1,511,883.29
February	5	1,188,050.43	1,347,014.06	873,773.89	2,061,824.32
March	5	1,129,011.98	1,090,769.89	697,489.98	1,826,501.96
April	5	1,102,261.96	1,817,184.36	1,260,181.69	2,362,443.65
May	5	1,043,249.43	2,529,492.31	1,854,256.84	2,897,506.27
June	5	982,687.11	2,572,593.24	1,913,998.50	2,896,685.61
July	5	874,749.29	2,947,586.51	2,159,411.21	3,034,160.50
August	5	995,629.38	2,849,241.19	1,880,098.08	2,875,727.46
September	5	1,034,423.88	2,726,933.47	1,617,139.06	2,651,562.94
October	5	1,084,985.26	2,578,065.96	1,469,187.14	2,554,172.40
November	5	755,545.92	2,507,037.50	1,849,013.36	2,604,559.28
December	5	554,300.00	2,382,315.04	1,985,040.34	2,539.340.34

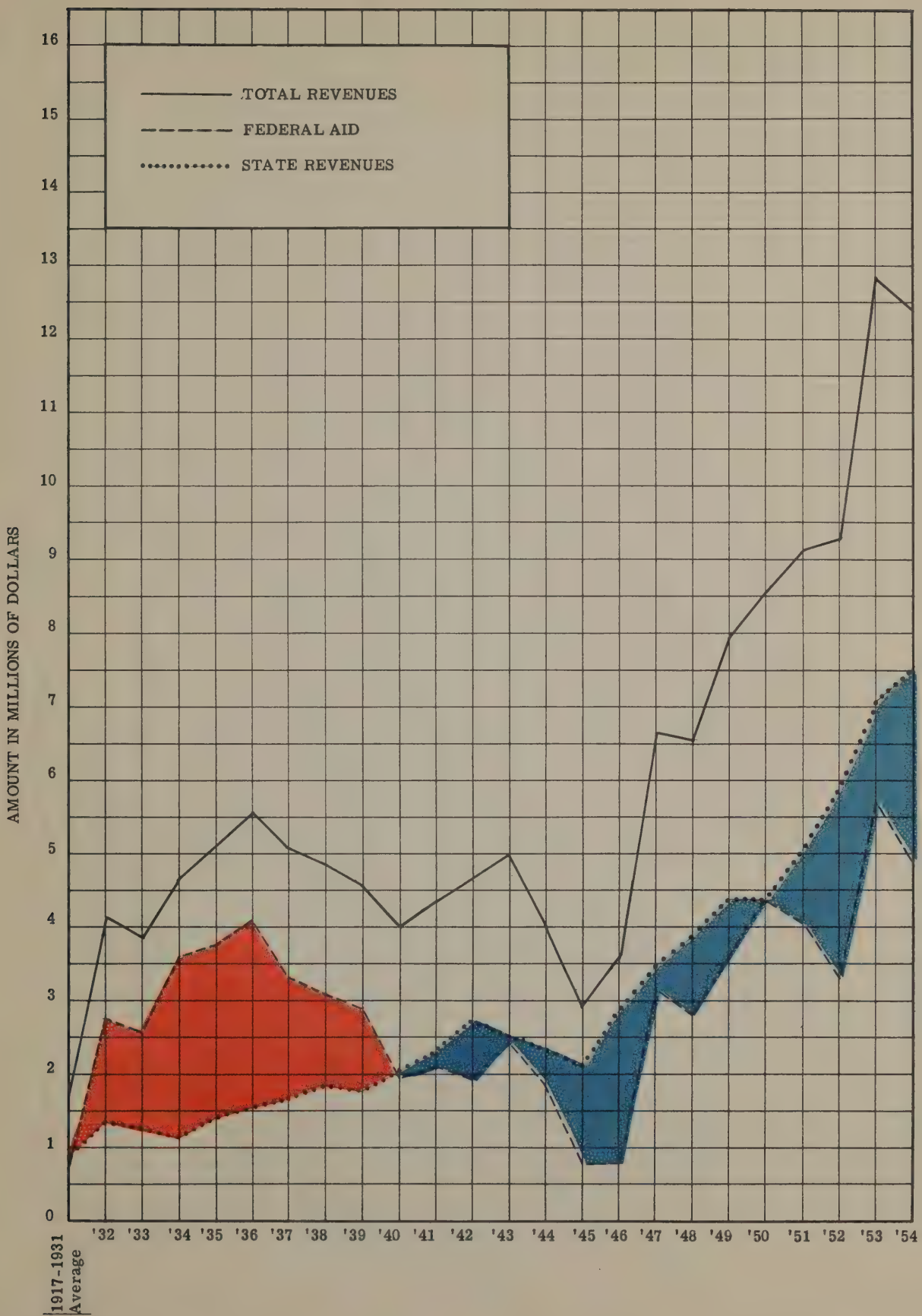
1954

January	5	522,401.00	2,365,227.70	1,959,293.97	2,481,694.97
February	5	507,986.48	2,987,314.92	2,722,456.19	3,230,442.67
March	5	320,007.73	2,949,315.92	2,624,876.76	2,944,884.49
April	5	306,308.29	2,865,811.14	2,440,213.38	2,746,521.67
May	5	472,702.89	2,939,399.35	2,244,598.99	2,717,301.88
June	5	747,849.03	2,820,582.50	2,027,829.09	2,775,678.12
July	5	1,227,012.57	3,273,731.94	2,204,662.81	3,431,675.38
August	5	1,244,710.71	3,549,956.65	2,310,897.13	3,555,607.84
September	5	1,482,299.65	3,211,270.68	1,905,915.02	3,388,214.67
October	5	982,662.38	3,269,561.38	2,209,452.62	3,192,115.00
November	5	766,632.66	2,909,247.07	2,268,903.14	3,035,535.80
December	5	620,041.79	3,064,409.71	2,266,177.22	2,886,219.01

1/ Theoretical Net Worth is derived by adding Highway Balance to Amount Vouchered and Reimbursable.

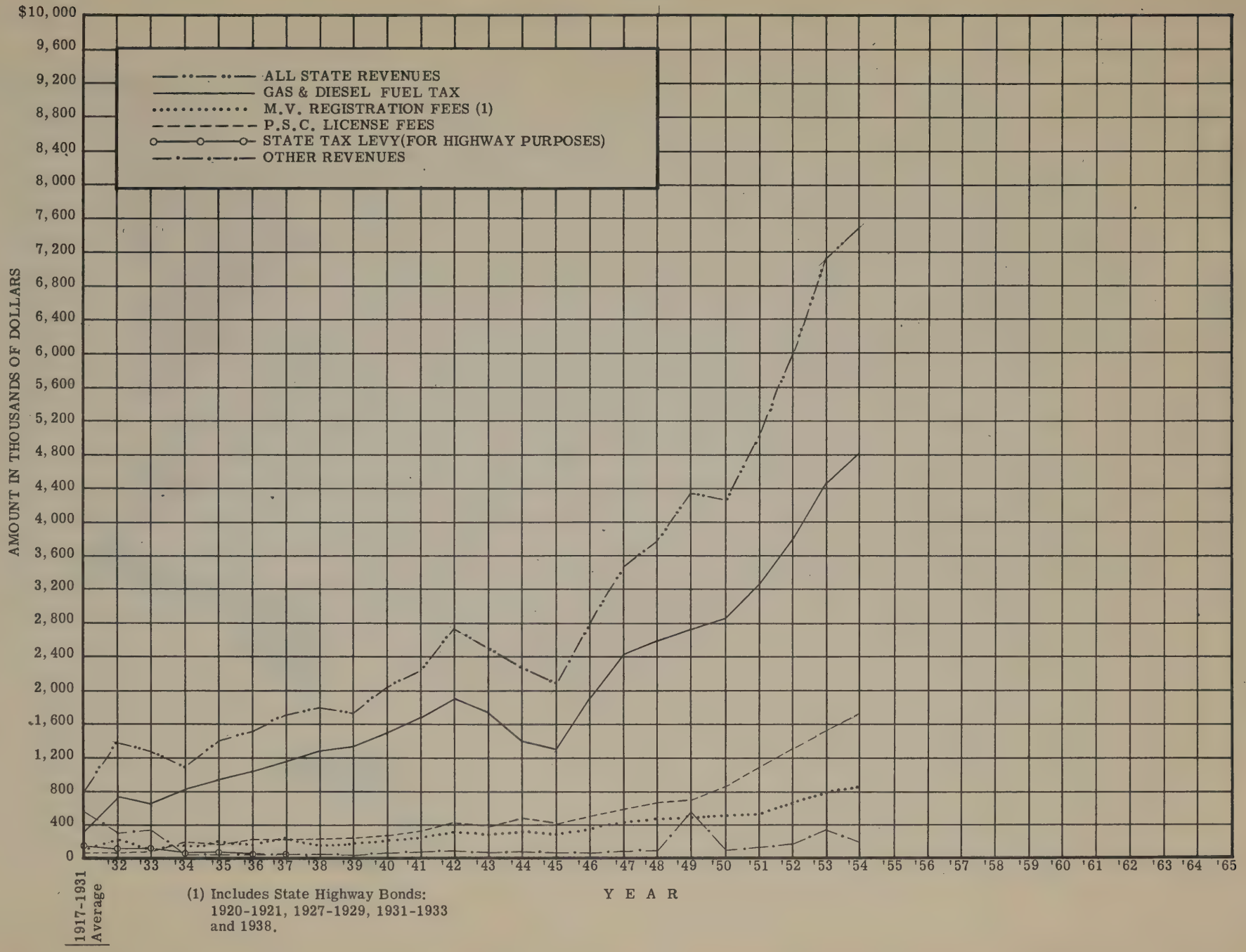
YEARLY COMPARISON OF FEDERAL-AID AND STATE REVENUES
OF NEVADA STATE DEPARTMENT OF HIGHWAYS
BY FISCAL YEARS 1917 - 1954

GRAPH I



COMPARISON OF YEARLY STATE REVENUES OF NEVADA STATE DEPARTMENT
OF HIGHWAYS BY FISCAL YEARS 1917 - 1954

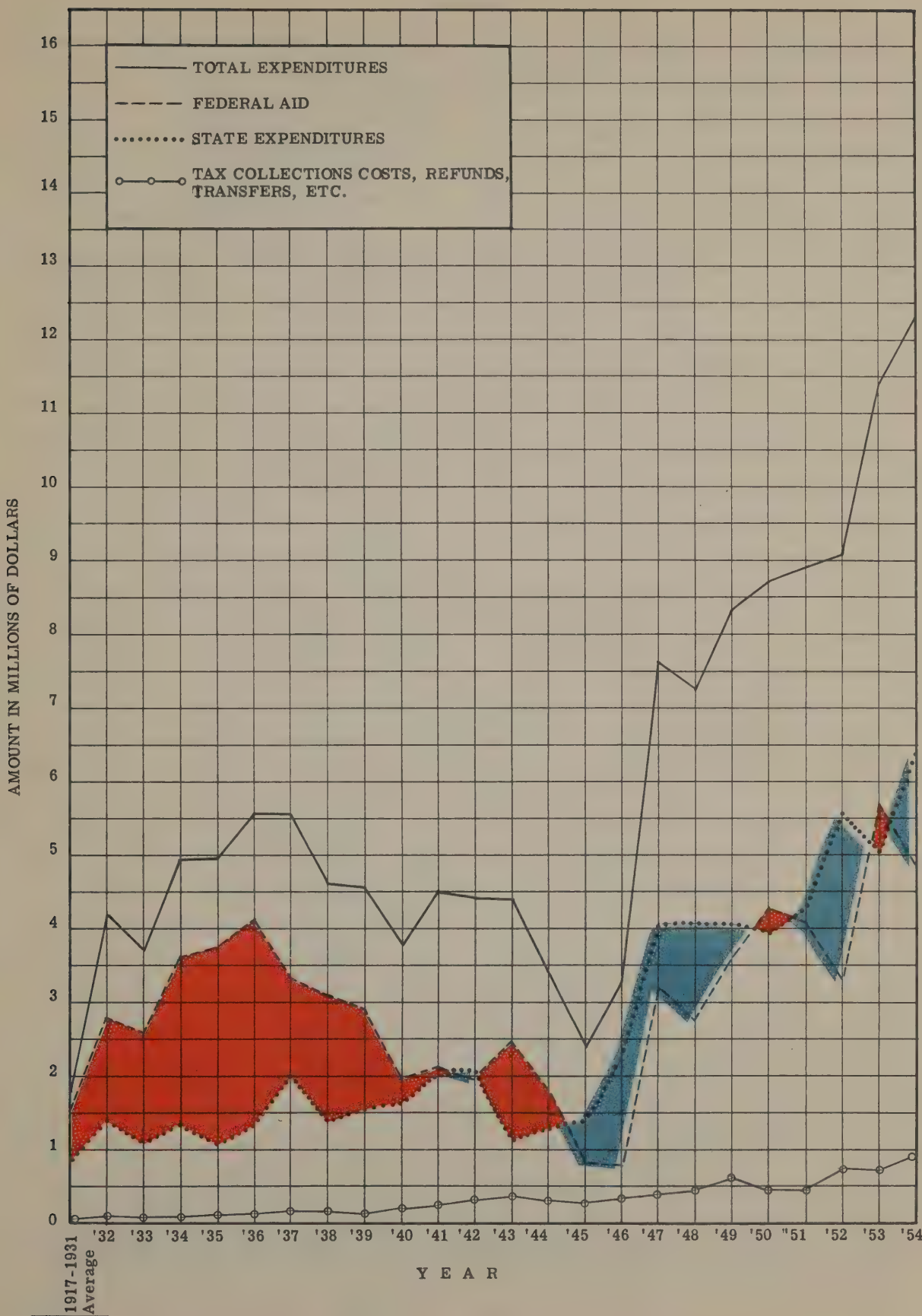
GRAPH II



(1) Includes State Highway Bonds: 1920-1921, 1927-1929, 1931-1933 and 1938.

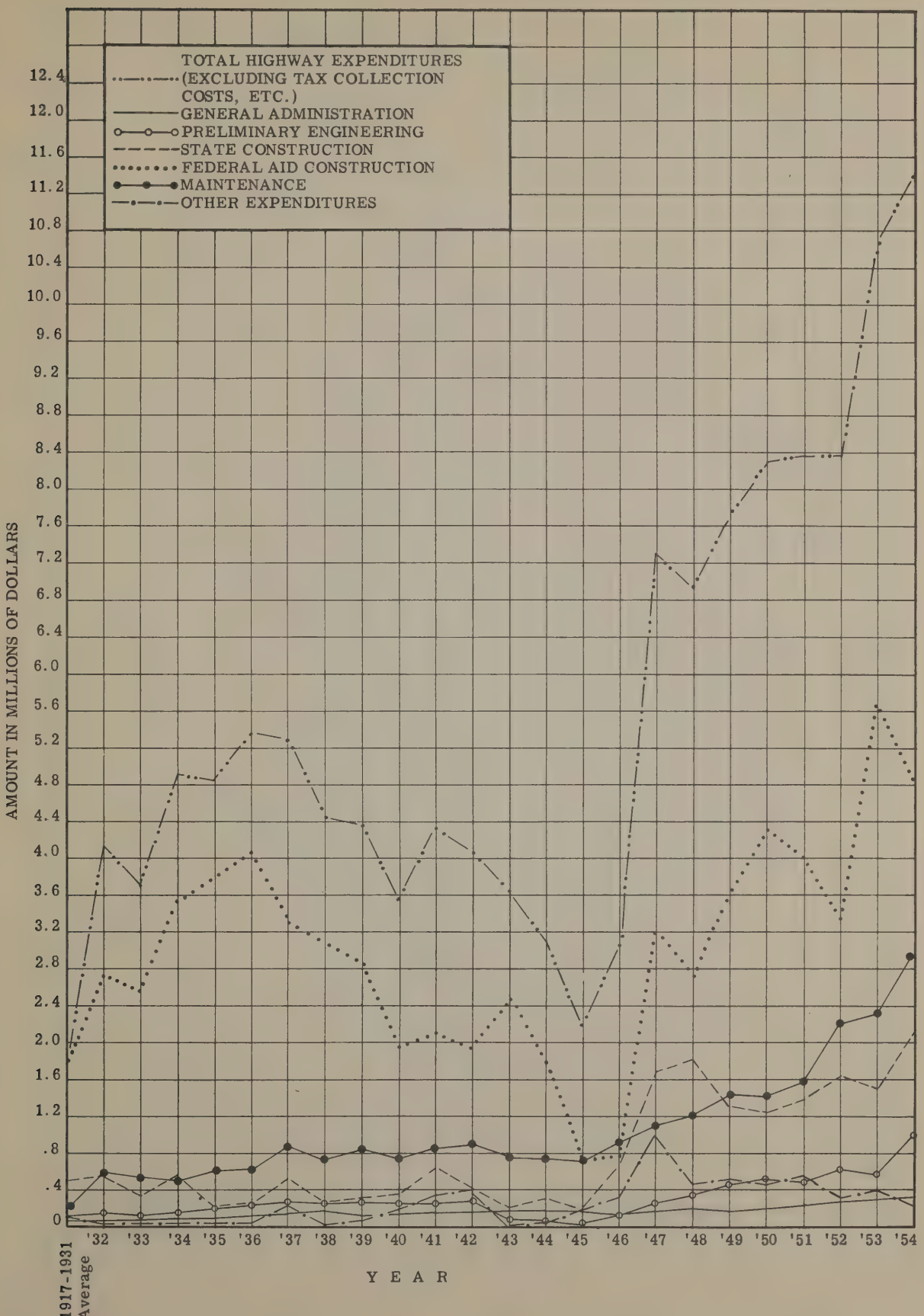
COMPARISON OF YEARLY EXPENDITURES OF NEVADA STATE DEPARTMENT
OF HIGHWAYS BY FISCAL YEARS 1917 - 1954

GRAPH III



COMPARISON OF YEARLY STATE EXPENDITURES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS - 1917 TO 1954

GRAPH IV



COMPARISON OF YEARLY REVENUES AND EXPENDITURES OF NEVADA STATE DEPARTMENT OF HIGHWAYS BY FISCAL YEARS 1917 - 1954

GRAPH V

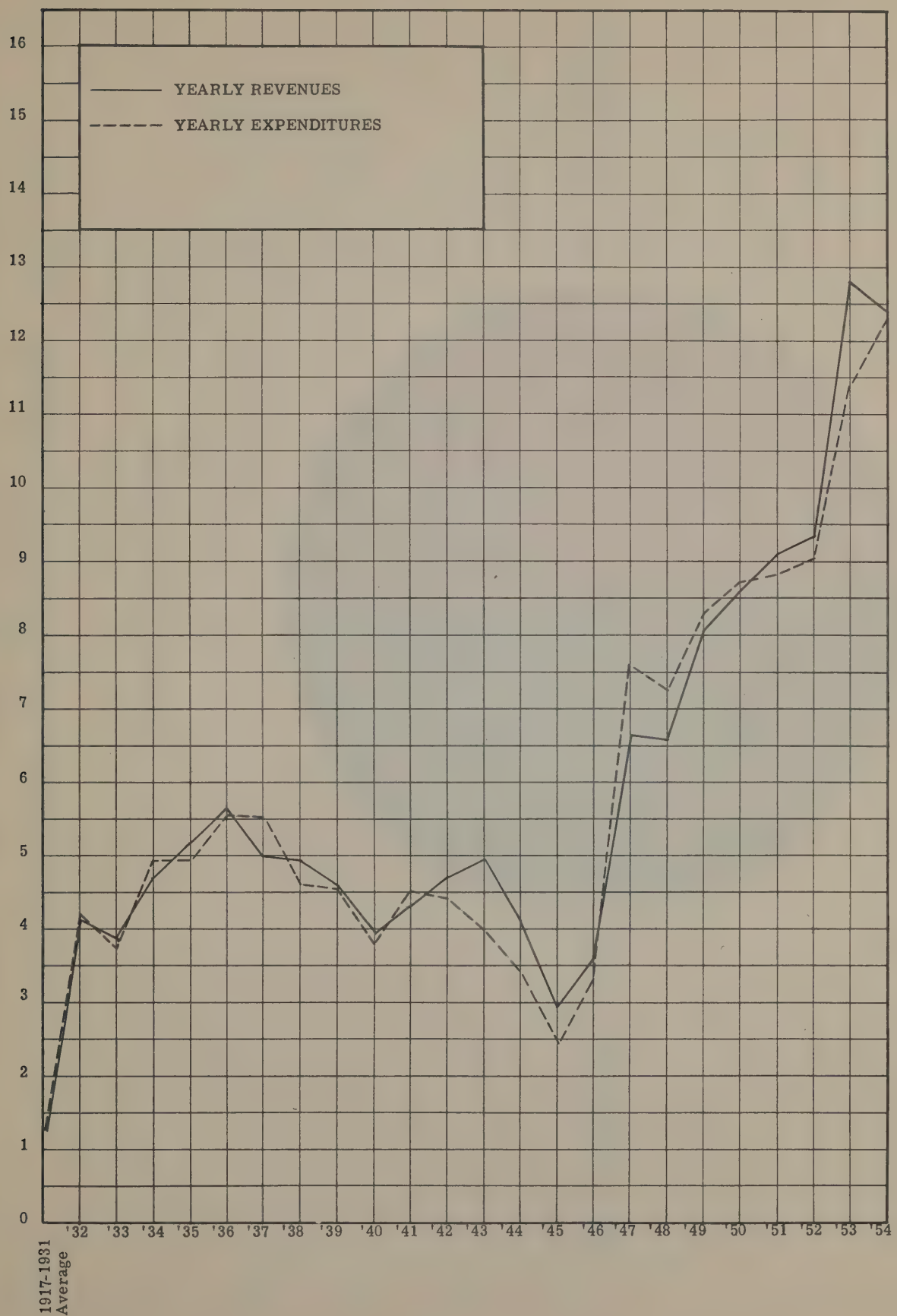
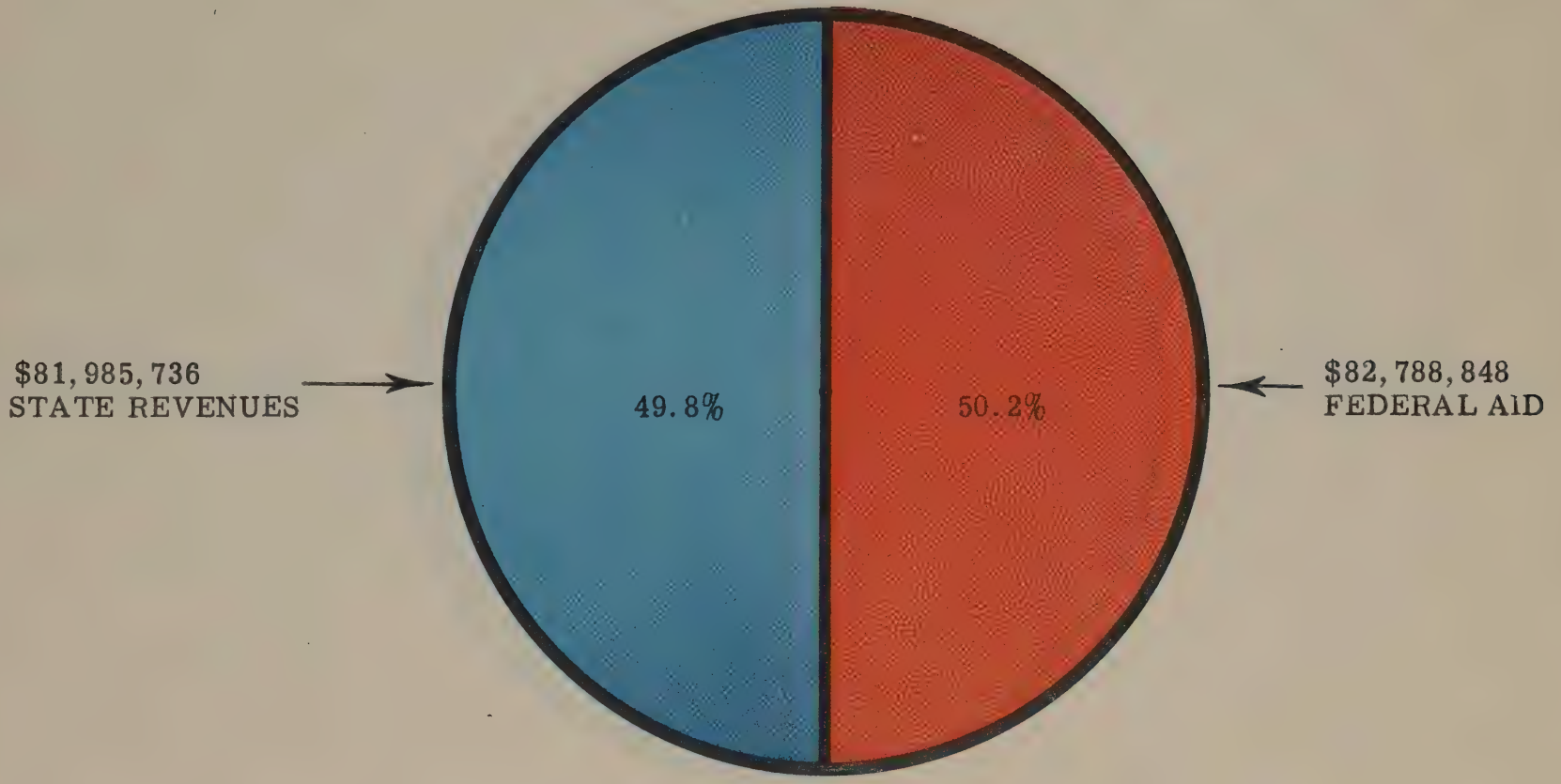


CHART 1 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE REVENUES
OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 TO 1954 (1)

TOTAL = $164,774,584



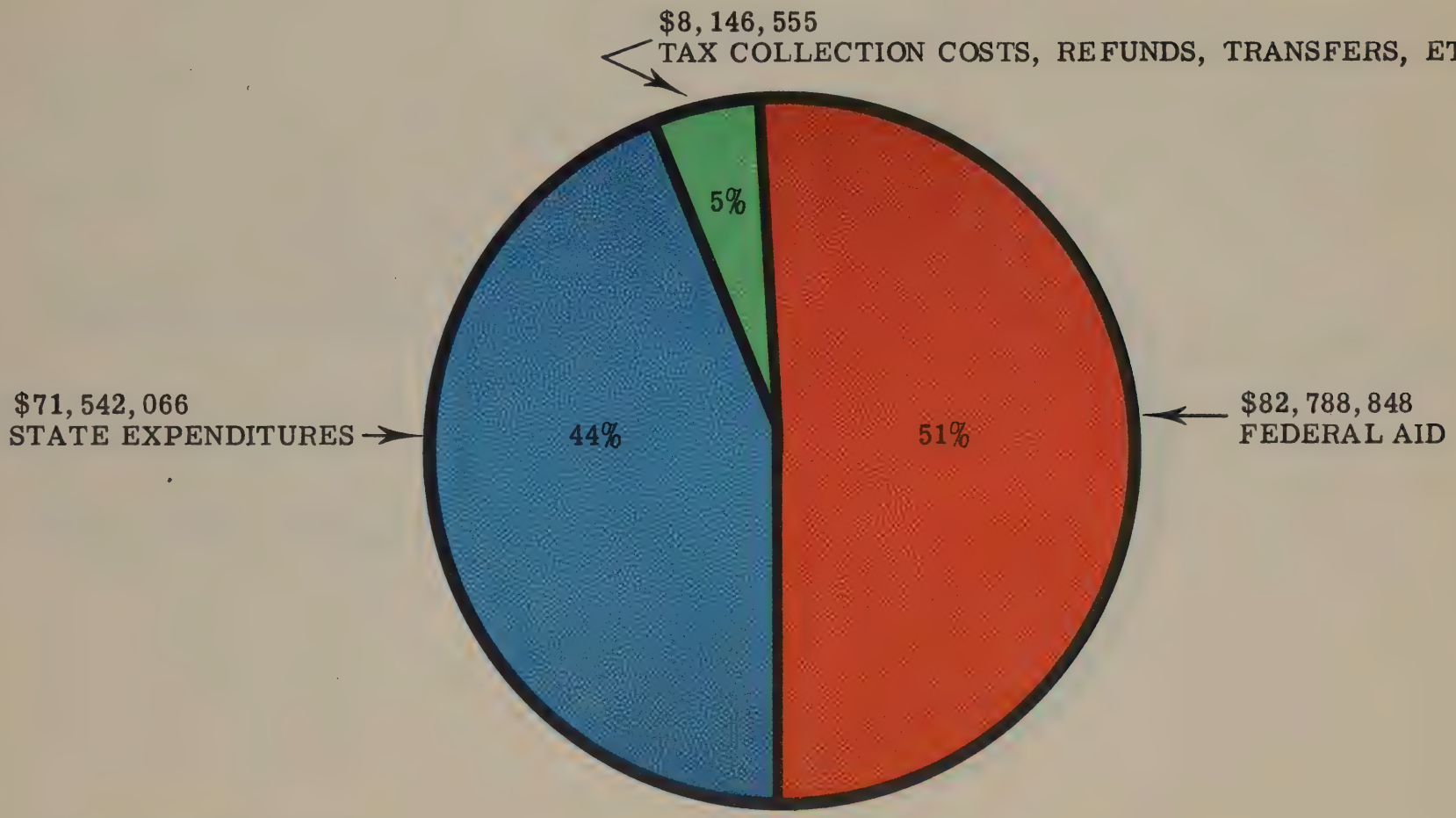
(1) FISCAL YEARS

CHART 2 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE

EXPENDITURES

OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 to 1954 (1)

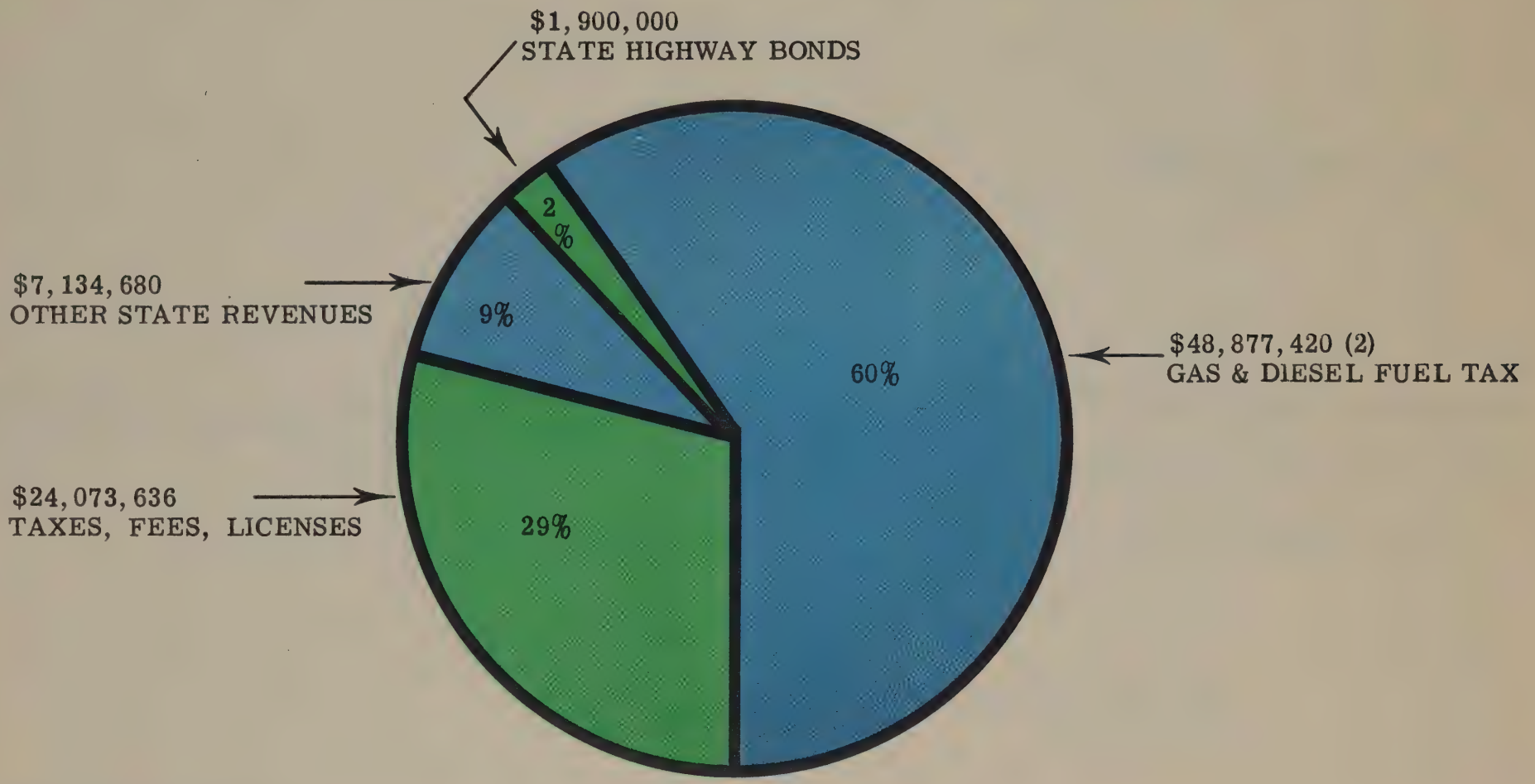
TOTAL = $162,477,469



(1) FISCAL YEARS

CHART 3 - PERCENTAGE DISTRIBUTION OF TOTAL CUMULATIVE STATE REVENUES
(SEE CHART 1) OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 TO 1954 (1)

TOTAL = $81,985,736



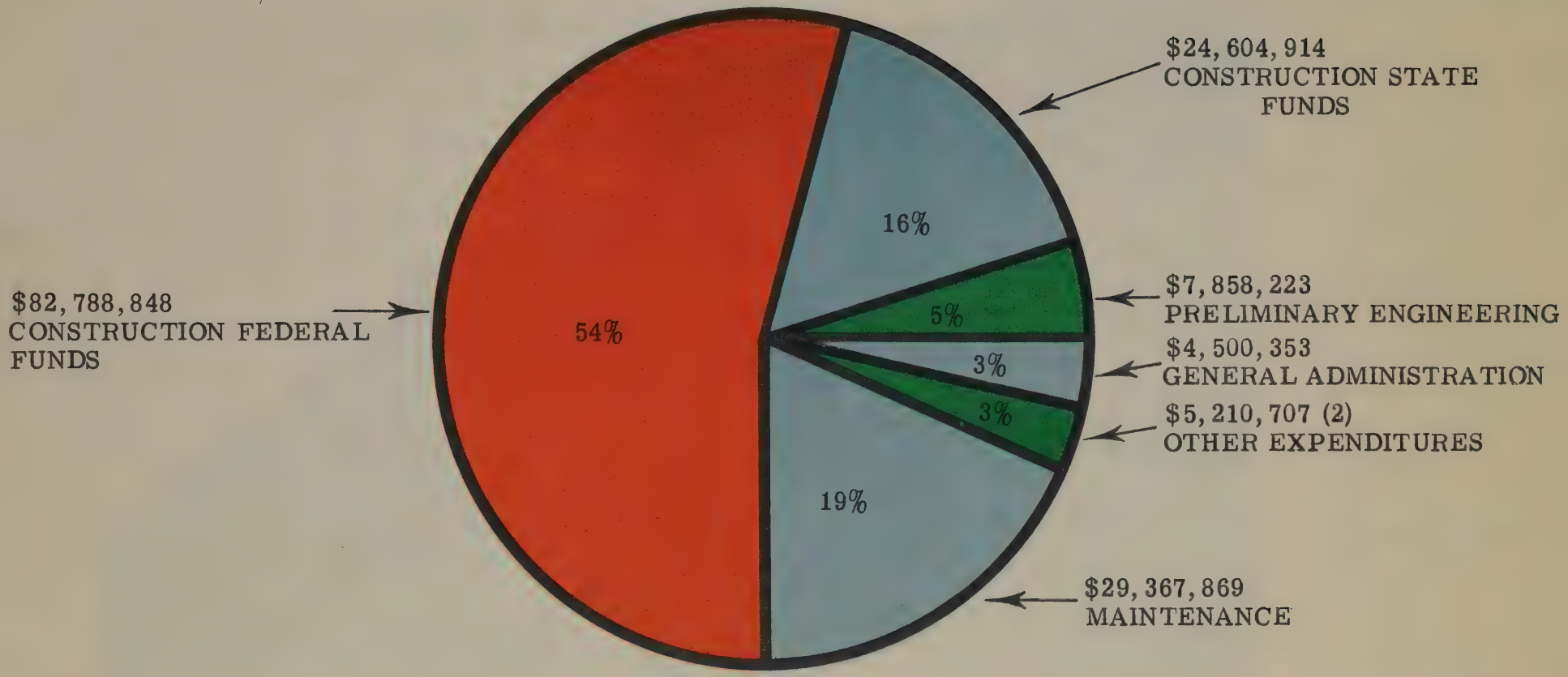
(1) FISCAL YEARS
(2) INCLUDES $1,900,000 FOR REDEMPTION OF STATE HIGHWAY BONDS

CHART 4 - PERCENTAGE DISTRIBUTION BY TYPE OPERATION OF TOTAL CUMULATIVE EXPENDITURES

(EXCLUDING TAX COLLECTION COSTS, ETC.)

(SEE CHART 2) OF STATE OF NEVADA DEPARTMENT OF HIGHWAYS - 1917 to 1954 (1)

TOTAL = $154,330,914

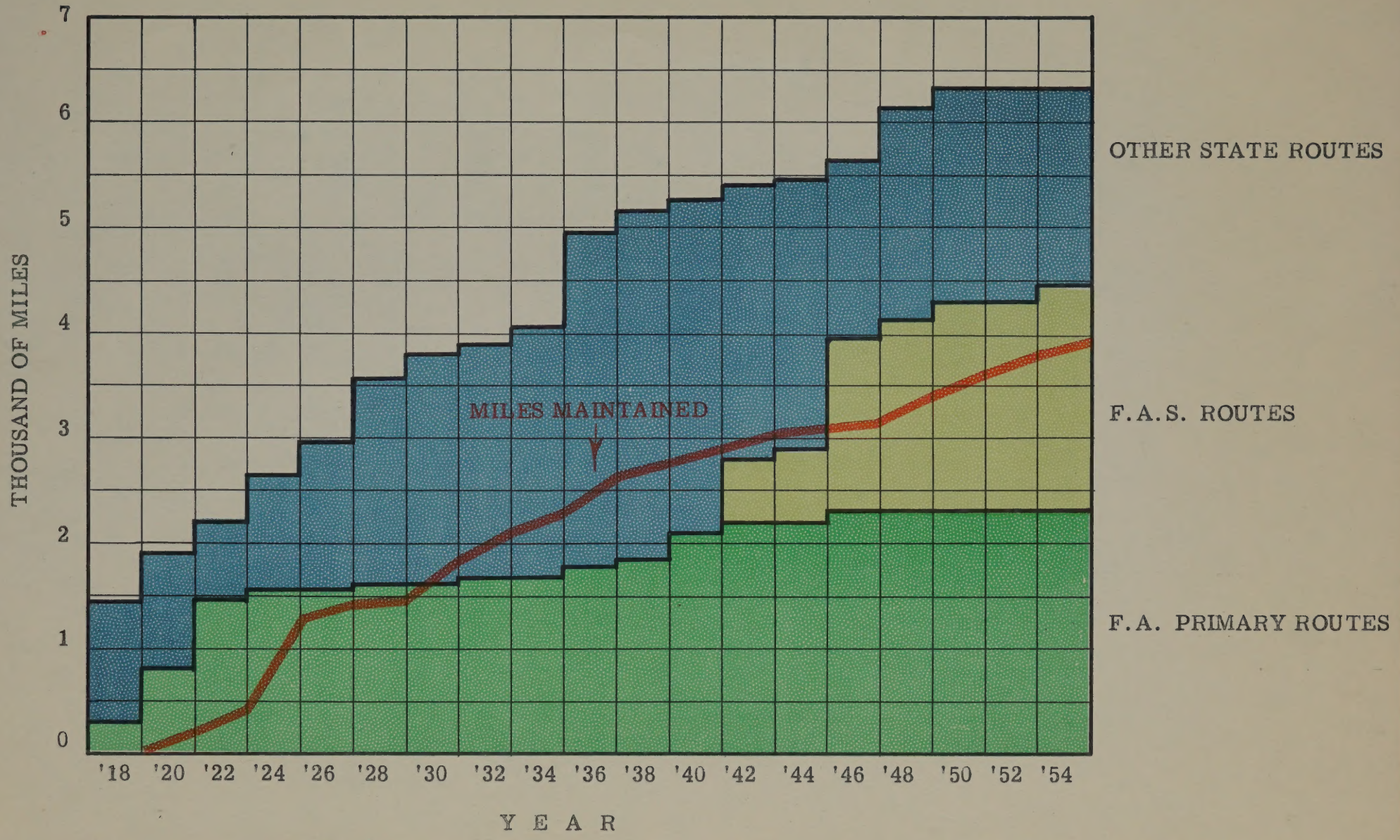


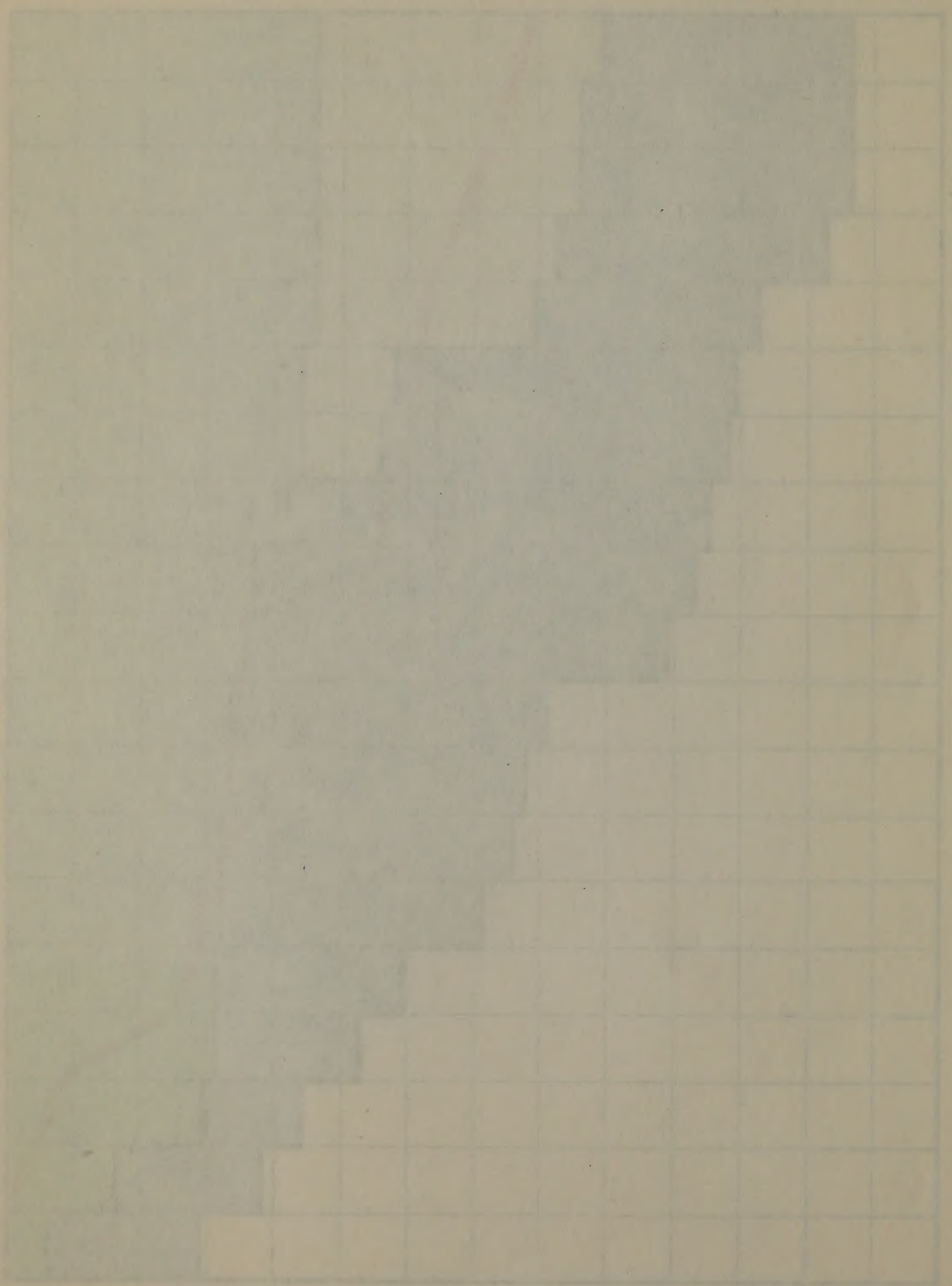
(1) FISCAL YEARS
(2) INCLUDES $1,900,000 FOR REDEMPTION OF STATE HIGHWAY BONDS

CHART 5 - MAINTENANCE OBLIGATIONS AND

A BIENNIUM COMPARISON OF GROWTH OF STATE-INTEREST ROADS

1917 to 1954





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